



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

April 9, 2008

MEMO TO: Jay Bennett, Jonathan Bivens, Stuart Bourne, Jennifer Brandenburg, Judith Corley-Lay, Ron Hancock, Berry Jenkins, Don Lee, Michael Manning, Gerhard Pilcher, Dave Rankin, Ed Spencer, Michael Taylor, and Brian Webb

FROM: *for* Victor Barbour, PE  
State Project Services Engineer

SUBJECT: AGC/Roadway Subcommittee Meeting Minutes  
February 21, 2008

The subject committee met on February 21, 2008 at 9:30 a.m. in the Riverwood Conference Room at the Century Center with the following in attendance:

Jay Bennett  
Barney Blackburn  
Scott Capps  
Randy Garris  
David Byrd  
Ron Hancock

Michael Manning  
Michael McKoy  
Gerhard Pilcher  
Dave Rankin  
Norma Smith  
Ed Spencer

Robert Spencer  
Lamar Sylvester  
Michael Taylor  
Ricky Vick  
Brian Webb  
Ron Wilkins  
Roger Worthington

The following items were discussed:

1. UTILITY ISSUES

The Industry had concerns about the pay items in the 2006 Standard Specifications Book. Some pay items were eliminated and made incidental to other items. The Industry said the inclusion of the pay items made an inequitable situation for the utility subcontractors. After discussion, the Department stated that a subcommittee of this committee would review the issues again. (Handout No. 1)

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT SERVICES UNIT  
1591 MAIL SERVICE CENTER  
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4128  
FAX: 919-250-4119

WEBSITE: [WWW.NCDOT.ORG](http://WWW.NCDOT.ORG)

LOCATION:  
CENTURY CENTER COMPLEX  
ENTRANCE B-2  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC

## **2. DBE TRACKING SYSTEM**

The Industry said that the new DBE Specifications requires the contractor to provide an affidavit and then provide a hard copy to the resident engineer. The Department said the original intent was for paper copies to be provided on non-electronic contracts such as Purchase Orders, Design Build Projects, and Rest Area Projects. The Department is reviewing the process again and will be modifying the DBE/MBE/WBE provisions.

The Industry asked why all subcontractors' (not just DBE) accounting of payments was necessary. The Department replied that it is an FHWA requirement that the Department has to fulfill. In subsequent meetings with FHWA, it has been determined that this will not be a requirement. Only DBE payments will be required to be tracked.

The Department distributed an example of a new letter that is being sent out from the Construction Unit after award reminding the contractor of COMMITTED goals. The goals in the contract may not be the same as the committed goal. The Department offered training workshops to discuss the tracking system either at a DOT facility or a contractor facility. The Department offered to discuss the good faith package at the same workshop. Michael McCoy with the Construction Unit is the contact to request this training; he can be reached at 919-733-2210. (Handout No. 2)

## **3. MASONRY DRAINAGE STRUCTURES**

The Department distributed changes and improvements to the Masonry Drainage Structures. This item is being discussed at the preconstruction meeting to avoid miscommunication. (Handout No. 3)

## **4. BREAK OUT ASPHALT QUANTITIES**

The Industry asked why could they not get a breakout on asphalt quantities. The Department replied that the general average tonnage is about the same in each Division for resurfacing projects each year but not necessarily in each county. The quantities that the Department could supply would be too preliminary to be useful.

The Industry replied that they would like to have the breakouts on just bigger projects, such as how much on the Y-line, left side of roadway and right side of roadway. The Department said it would be difficult to generate these breakouts consistently and accurately for each project. The contractors need to generate their own tonnage based on how the work is going to be constructed. Each consultant and DOT engineer formats quantity calculations in a different manner and it would add additional work that would be constantly updated until the bid package is finalized. The overall tonnage versus the tonnage computed may be different/incorrect. Providing this information is most likely not going to occur. The Industry said they would be able to provide better prices and better long range planning with the asphalt breakouts.

**5. CLAIMS FORM REVIEW AND DRAFT SPECIFICATION**

The Department announced that no comments were received on the claims review form and specification. The Industry suggested that it be a voluntary submittal, but would not support this form if it is mandatory.

**6. SHOULDER BERM GUTTER**

The Department said that information has been gathered from Roadway personnel. The next step will be to take that information concerning adding 2 inches to the cross-section to the Implementation Committee. The Industry said there was a lot of problems with cracking when driving guardrail behind it. The Department recognized that there was more damage in those areas, but not to the extent the Industry suggested. If the Industry has pictures of these problems, please send them to Ron Hancock. The chairman of the Implementation Committee who was present said that all expenses associated with the additional material should be defined as an annual expenditure. In addition, the pavement design for the paved shoulder in front of the curb should be reviewed and defined as it relates to constructability of the paved shoulder and the shoulder berm gutter. After reviewing the information, the Implementation Committee would be in a position to render a decision.

**7. PAYMENT FOR ENDWALLS, PRECAST AND CAST IN PLACE**

The Department distributed a Draft Specification for Article 838-4 Endwalls measurement and payment and asked for a review. The Industry agreed with the Special Provision, but asked the Department to review the standard drawings for brick and precast endwalls for conflicts with this Special Provision. (Handout No. 4)

**8. PERMANENT SEEDING AND MULCHING INCENTIVE**

The Department is considering elimination of this provision, especially since the Special Provision for Response for Erosion Control has been expanded. The Industry would like to keep this incentive. The Department said they would talk to the field personnel about this item at the next conference.

**9. WORKERS COMPENSATION**

The Department opened a discussion concerning workers compensation coverage and whether there is need to require proof of coverage on centrally let projects. The issue arose on a services type contract where a contractor's employee was injured and the Department was held liable. The industry stated that they require their subcontractors to provide proof of coverage prior to executing a subcontract and continuous proof throughout the subcontract duration. The industry also stated that by the requirement of contract bonds on all centrally let projects, risk was minimal to the Department. It was decided that due to the contract bond requirement, proof of coverage would not be required at this time. However, if an incident occurs on a centrally let construction

contract the Department will be forced to require proof of coverage prior to contract execution and continuous coverage throughout the contract duration.

**10. BID ALTERNATES**

The Department informed the industry of issues surrounding bid alternates when both sides of the alternate is bid and one side is bid as zero. It was felt by the Department that zero was not the intended bid in this case and therefore had been deleting the zero. This is not in accordance with Article 103-2 of the *Standard Specifications*. The Department is reviewing the *Standard Specifications* and may be clarifying Article 103-2. Bidders are cautioned that zero is a valid bid.

**11. MEETING DATES FOR 2008**

April 17    June 19    August 21    October 23    December 18

Note: All meetings will begin at 9:30 a.m. You may want to reserve all day for the meeting in case it runs long, or there is a need to make a field trip in the afternoon.

NCDOT / CAGC Joint Committee Meeting

February 21, 2008

I appreciate the opportunity to discuss a matter of great importance to utility contractors who perform work on NCDOT projects. Since the Standard Specifications changes of 2006 were instituted, many questions have been generated on various projects concerning the utility specifications and bid items. I would like to share some of our concerns and what I believe to be solutions to our concerns.

First let me say that I believe that the changes to the specifications were made in an effort to simplify matters on the jobs. That was a noble idea that has failed. It has had the opposite effect on contractors, suppliers and apparently the NCDOT. My company, for example has not been successful on any NCDOT Highway Letting utility quotes since the changes. I have discussed my opportunity to meet with you today with various contractors to get their opinions on the situation. Without fail, everyone that I have discussed it with has struggled to determine what is incidental and what will be paid for as a supplemental pay item. Without fail, everyone that I have talked to feels that changes need to be made as soon as possible to clarify what is to be paid for and what if not.

The elimination of bid items has resulted in fewer bid items and a number of former pay items becoming incidental. When you review the MEASUREMENT AND PAYMENT portions of the various specification sections, you repeatedly find that items will not be measured or paid for.

For example, Section 1510 Water Lines states on page 15-8 that "Water Lines smaller than 2 inches in diameter and branch lines or service lines to fire hydrants, water meters, and back-flow preventors will not be measured or paid for." The issue here is how do contractors get compensated for: water services not shown on the plans, extensions of water service or fire hydrant branch lengths due to design changes? According to the specification, these items are incidental. This creates an inequitable situation where the NCDOT gets work performed at no cost and the contractor bears the costs of installing work with no pay. I do not believe that the department intends this to be. Another example would Section 1515 Utility Controls. The specifications clearly state that "valves, water meters, fire hydrants, line stops, and other items in the pay items will be measured and paid for per each for the appropriate size and type. Valves and other items on hydrant legs or service lines will not be measured or paid for." We recently quoted the utilities on the Robeson County C201802 project near Lumberton. There were seven bid items which included 118 LF of 6" water line, 6567 LF of 8" water line, 15 each 6" valves, 4 each 8" valves, 10 each relocate water meters, 3 fire hydrants, and 6549 LF of abandon 8" utility pipe. The plans called for 8 each 6" Tapping Sleeves and Valves and 2

each 8" Tapping Sleeves and Valves. Besides the fact that existing line and the proposed line are both 8" diameter and therefore all tapping sleeves would be 8" and not 6", there was no pay item for tapping sleeves and valves. If you strictly read the specifications, it states on page 15-11 that valves are paid for. What about the tapping sleeves? But if you read page 15-16 it clearly states that "if the contract does not include such pay items, measurement will not be done and the items will be incidental to other contract pay items. All piping, fittings, controls, certifications, appurtenances, and other miscellaneous items necessary to place the new or relocated item in proper working condition are considered incidental." So do you get paid for the tapping valves or not? If you do, where do you include it? If not, then we are forced to consider it incidental and put into the various pay items. But what happens then, if design changes occur that eliminate or reduce the quantity of the items we have used to cover the costs of incidental tapping sleeves? The contractor loses money. The opposite is true for situations that increase the various bid quantities. The Department pays higher unit costs weighted by incidentals for work that perhaps does not include any additional tapping valves or other incidental items. On this particular project we added \$22,200.00 for incidental tapping sleeves and valves. We were not low on the project by about \$20,000.00. In preparation for this meeting, I spoke with David Stikes of Sanford Contractors, who performs a significant amount of utility work across the state. I asked him about the Robeson County project. He stated the same concerns I have mentioned and that he had included over \$20,000.00 for the incidental tapping sleeves. He was not low either. The situation created on this project is that well qualified contractors were damaged in the bidding process by well intended but poorly crafted specifications.

Other project specific examples can be presented, but for the sake of brevity, I will provide those without remarks for your review. To sum it up, the situation that has been created is one that can not achieve any result other than one that is inherently inequitable to either the contractor or the department. We are not asking to necessarily go back to a familiar way of doing business but instead are asking that we return to an equitable environment of bidding and construction where the department pays for what it gets, nothing more and nothing less. I urge this committee to work toward a specification revision that eliminates some of the language creating so many incidental items, and that re-instates some of the more important pay items such as: tapping sleeves and valves, fittings, service and branch line piping and controls, and bedding stone. Other deleted items should be reviewed and reconsidered as well. One additional item that was not changed by the 2006 revision but that needs to be addressed, is the item of Flagger as it relates to Utility construction. Depending on what division you are working, you may or may not get paid for flagging traffic during utility construction. However, regardless of where you are at, you get paid for flagging traffic during storm drainage installation. Why the difference? I would like to see that disparity reconsidered also. Again, I would like to say that I appreciate the opportunity to bring this matter to the committee. I will be glad to discuss any specifics or answer any questions that the committee members may have.

### QUESTIONS THAT NEED TO BE ADDRESSED

1. What about situations where the water line being installed conflicts with existing storm drainage or sanitary sewer lines not shown on the plans and we have to switch to DIP vs. using PVC? This cost of material change and added fittings is being borne by the contractor where in past standard specifications the pipe and the fittings would have had a pay item.
2. Page 15-16 relative to Sanitary Sewer states in the Measurement and Payment section that – "No measurement or payment for service lines will be made." What happens when services unanticipated on the plans are necessary? This happens all the time. Returning the piping pay item ensures that payment is made for work performed.
3. On projects where storm drainage elevations are not known in the pre-bid stage, you often run into situations where the water line elevations must be altered using fittings and sometimes DIP. This is similar in scope to question # 1. How can the contractor anticipate these situations and is the contractor expected to pad his bid with the possibility of having to provide "incidental" fittings and DIP? This "bid padding" costs the department money and can be resolved by having adequate pay items for piping and fittings.
4. Page 15-7 relative to Water Lines states that "The contractor may use any of the water pipe specified under Section 1036 except where a particular type is specified on the plans or required by environmental regulations or Departmental policy. The contractor shall verify that the pipe is appropriate for the test pressure of the system and the external piping." Do we really want contractors determining which pipe to use and what external loads will be on the pipe? That is the job of design engineers.
5. Page 15-8 relative to Water Lines states in the Measurement and Payment section that "Water lines smaller than 2 inches and branch lines or service lines to fire hydrants, water meters, and back-flow preventors will not be measured or paid for? What about 2 inch service lines? On one hand we are to be paid for lines larger than 2 inch but the language specifically states that service lines are incidental.

### ADDITIONAL PROJECT SPECIFIC ISSUES

Robeson County C201802 – Fire Hydrants are shown to be relocated but there is no pay item for fire hydrant relocations. There is a pay item for new hydrants. Is this incidental work since no pay item exists per the language of the standard specifications stating that if no pay item exists the work is considered incidental?

Hoke County C201738 – Fire Hydrants are to be relocated and there is a pay item for that work. Some existing hydrants have valves and some do not. Some can not be determined. According to the new specification, the valves are incidental to fire hydrants. If no valve is present, you shut the line down to tie a new branch line or you use a tapping sleeve and valve. Either way it is expensive and contractors are having to eat this cost or pad it into their bids. On some occasions the contractor loses and on some occasions the department loses. A pay item for fittings, valves and / or tapping sleeves eliminates the inequity and work that is performed is paid for.

Cumberland County C201245 – Fire Hydrants are shown to be relocated using tapping sleeve and valves. The issue here is that looking at bids tabs it is obvious that the low bidder assumed that tapping valves would be paid for since there was a pay item for tapping valves to be used in a different area of the project. However, the fire hydrant pay item is not to include payment for sleeves or valves as they are considered incidental. In this case there is a pay item listed for work that in the past would have a pay item, yet the tapping sleeves and valves are considered incidental to the hydrant. Besides being confusing to the contractor, I can see where different inspector and Resident Engineers would handle payment differently due to the confusing pay item situation. The Standard Specification should be just that, standardized so that they can be applied evenly across all divisions. Re-instating pay items would help in that effort.





## CORPORATE OFFICE

11800 SAM ROPER DRIVE, CHARLOTTE, NC 28269 • TELEPHONE 704-947-8878 • FACSIMILE 704-947-6879

February 20, 2008

Colt Contracting Company  
PO Box 899  
Clinton, NC 28329

Attn: Mr. David Byrd

Re: NCDOT Standard Specifications (Utilities)

As we have discussed in the past, we as a material supplier have had difficulty providing proper and complete quotes to our contractor customers for NCDOT Highway Letting projects since the utilities specification changes. Our primary concern is that with the reduction of the number of bid items, many former pay items have become incidental. When we get the bid item listing, we are not seeing the various incidental items that must be included. When we contact contractor customers, we get varying answers on what is and what is not incidental. We ask that you urge the NCDOT to review and reconsider some of the changes and reinstate most of the pay items.

Sincerely,

Carl Bimbo  
Sales

For additional locations and information visit us on the web at [www.mainlinesupply.net](http://www.mainlinesupply.net)

STATE  
FUNDED



Handout No. 2

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

January 16, 2008

Mr. William F. Davis  
Barnhill Contracting Company  
P.O. Box 1529  
Tarboro, NC 278861-1529

Subject: Contract Goal Requirements  
County: Washington  
Contract No.: C201955

Dear Mr. Davis:

Barnhill Contracting Company has been awarded the above project from the December 18, 2007 letting. The bid proposal indicated inadequate MBE / WBE participation to satisfy the Advertised Contract Goals. However, through your good faith efforts, the North Carolina Department of Transportation has accepted your committed participation:

The Advertised Contract Goal for the subject project was set at:

MBE =

WBE =

Your bid proposal indicates a commitment to the following participation:

MBE =

WBE =

The **MBE** Goal Commitment of X% will be a **Contract Goal Requirement**  
The **WBE** Goal Commitment of X% will be a **Contract Goal Requirement**

In accordance with Article 102-16 (J) of the NCDOT *Standard Specifications*, failure to satisfy the Minority and Women Business Enterprise requirements of the project Special Provisions may be cause to disqualify a Contractor from further bidding.

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
CONSTRUCTION UNIT  
1543 MAIL SERVICE CENTER

TELEPHONE: 919-733-2210  
TOLL FREE: 1-800-522-0453  
FAX: 919-715-2795

WEBSITE: [WWW.NCDOT.ORG](http://WWW.NCDOT.ORG)

LOCATION:  
TRANSPORTATION BUILDING  
1 S. WILMINGTON STREET  
2<sup>ND</sup> FLOOR  
RALEIGH NC 27601

Page 2

Based on your bid proposal, the Department has listed the following approved MBE / WBE subcontractors and dollar amounts to meet the contract goal requirements. These firms are required to be utilized under the regulations in Special Provision (SP1G67), and any changes in the work affecting the MBE / WBE firms or replacement of a MBE / WBE firm will need to follow these provisions.

<b>Committed MB/WB Firm</b>	<b>Committed Amount</b>
1. Boss Construction	\$23,000
2. Stay Alert Safety	\$10,000
3. Puryear Trucking	\$5,000

If you have any questions, please contact me at (919) 733-2210 Ext. 228.

Sincerely,

Michael McKoy  
State Contractor Utilization Engineer

MM/lh

cc: State Construction Engineer  
Director of Civil Rights and Business Development  
Division Engineer  
Resident Engineer  
State Business Management Engineer

FEDERAL  
FUNDED



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

Date

Mr. Name  
Company  
Address  
City, State, Zip

Subject: Contract Goal Requirements  
County:  
Contract No.:

Dear Mr.:

(Company Name) Company has been awarded the above project from the (Project Letting Date) letting. The bid proposal indicates adequate DBE participation to satisfy the advertised contract goals:

The advertised contract goal for the subject project was set at:

DBE = 6%

Your bid proposal indicates a commitment to the following participation:

DBE = 7%

The DBE Goal Commitment of 7% will be the **Contract Goal Requirement**.

In accordance with Article 102-16(J) of the NCDOT *Standard Specifications*, failure to satisfy the Disadvantaged Business Enterprise requirements of the project Special Provisions may be cause to disqualify a Contractor from further bidding.

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
CONSTRUCTION UNIT  
1543 MAIL SERVICE CENTER

TELEPHONE: 919-733-2210  
TOLL FREE: 1-800-522-0453  
FAX: 919-715-2795

WEBSITE: [WWW.NCDOT.ORG](http://WWW.NCDOT.ORG)

LOCATION:  
TRANSPORTATION BUILDING  
1 S. WILMINGTON STREET  
2<sup>ND</sup> FLOOR  
RALEIGH NC 27601

Based on your bid proposal, the Department has listed the following approved DBE subcontractors and dollar amounts to meet the Contract Goal Requirement. These firms are required to be utilized under the regulations in Special Provision (SP1G61), and any changes in the work affecting the DBE firms or replacement of a DBE firm will need to follow these provisions.

Committed DBE Firm	Committed Amount
1. Boss Construction	\$23,000
2. Stay Alert Safety	\$10,000
3. Puryear Trucking	\$5,000

If you have any questions, please contact me at (919) 733-2210 Ext. 228.

Sincerely,

Michael McKoy  
State Contractor Utilization Engineer

MM/lh

cc: Ellis Powell, PE, State Construction Engineer  
Queen Crittendon, Director of Civil Rights and Business Development  
Division Engineer  
Resident Engineer  
Terry Canales, PE, State Business Management Engineer



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

P.O. BOX 25201, RALEIGH, N.C. 27611-5201

LYNDO TIPPETT  
SECRETARY

December 7, 2007

CONTRACT: C201490  
WBS: 33465.3.1  
FEDERAL PROJECT: BRZ-1616(5)  
COUNTY: Durham  
DESCRIPTION: Bridge Over Mountain Creek & Approaches on SR 1616

SUBJECT: DBE Participation Totals

Mr. Lee Bradley  
Dellinger Inc.  
P. O. Box 929  
Monroe, N.C. 28111

Dear Mr. Bradley:

As part of the final estimate check, this office has performed a review of the total DBE Payments that you have entered into the Department's Payment Tracking System, as required by the Project Special Provisions. Below is a summary of the DBE Contractors that were committed for this project, the amounts committed to, and the actual usage reported on the tracking system:

DBE Subcontractor	Amount Committed	Amount Reported	Difference	Met Goal?
Reynolds Fence & Guardrail	\$17,176.25	\$17,082.38	- \$93.87	Yes
Garner-Murphy Construction	\$17,570.00	\$18,214.00	\$644.00	Yes
Hiatt & Mason Enterprises	\$16,176.58	\$4,849.90	- \$11,326.68	No
Clifton Construction	\$2,986.50	\$0.00	- \$2,986.50	No

You did not meet your Contract goal for Hiatt & Mason Enterprises and Clifton Construction. Please review your records to ensure that you have reported all payments made to these subcontractors on the Payment Tracking System. If you have entered all payments and you are still short of your goal, please provide this office with a detailed written explanation as to why the goal was not met. If any additional payments are reported, please advise in writing.

Please advise if additional information is needed regarding this subject.

Dellinger, Inc  
Project: B-4110  
Page 2

Sincerely,

A.V. Earwood, PE  
Resident Engineer

AVE

cc: E.C. Powell Jr., PE  
Lin Hall

ec: D. W. Jernigan, PE  
E. B. Nelson, PE  
P. R. Johnson, PE, PLS  
Michael McKoy  
Greg Dixon  
Janet James

**BE**  
**Blythe**  
Construction, Inc.

*A Hubbard Group Company*

December 19, 2007

North Carolina Department of Transportation  
124 Prison Camp Road  
Statesville, North Carolina 28625

Attention: Mr. John R. Cook  
Resident Engineer

Re: C200528  
Iredell County, North Carolina

Dear Mr. Cook:

In response to your letter dated November 27, 2007 requesting additional information regarding DBE participation on the above referenced Project, Cress Welding Service (Cress) went out of business and Eagle Trucking & Development (Eagle) refused to honor its Subcontract Agreement (see attached letters). Eagle was replaced with Moretz Hauling and even though Cress was not directly replaced, On Time Construction, Inc. and Stay Alert Safety Services, Inc. participated on the Project.

Payments to Hiatt and Mason Enterprises, Inc. in the amount of \$27,477.64 were not recorded, this has since been corrected. North State Environmental, Inc.'s Subcontract consisted of two (2) Bid Items, one (1) under ran 42% while the other under ran 65%. Smith-Jamison performed 89% of the amount submitted and due to the fact the supervisory personnel assigned to this Project for Blythe Construction, Inc. (Blythe) are no longer employed by Blythe, I cannot offer an explanation as to why this commitment was not met.

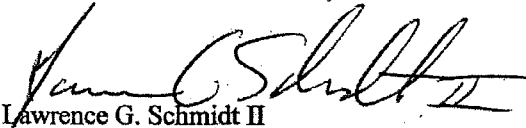
The MB Goal for the Project was 10%, Blythe submitted 4.44%, and the actual participation was 4.27%. The WB Goal for the Project was 5%; Blythe submitted 21.22%, the actual participation was 22.35%.

The overall Goal was 15%, the actual commitment achieved was 26.62%, this equates to an increase of almost 77%. As you can see, Blythe clearly surpassed the overall Goal of the Project.

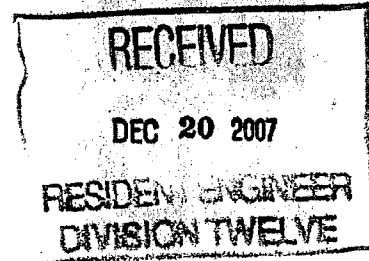
Should you have any questions, please contact this writer at 704/375-8474.

Very truly yours,

BLYTHE CONSTRUCTION, INC.

  
Lawrence G. Schmidt II  
Director of Contract Administration

Cc: Contract Administration  
Job File







STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

CONTRACT:

NAME OF BIDDER:

The undersigned intends to perform work in connection with the above contract upon execution of the bid and subsequent award of contract by the Board of Transportation as:

Name of MBE/WBE/DBE Subcontractor \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check all that apply:

Minority Business Enterprise (MBE) \_\_\_\_\_

Women Business Enterprise (WBE) \_\_\_\_\_

Disadvantaged Business Enterprise (DBE) \_\_\_\_\_

The MBE /WBE /DBE status of the above named subcontractor is certified by the North Carolina Department of Transportation. The above named subcontractor is prepared to perform the described work listed on the attached MBE/WBE/DBE Commitment Items sheet, in connection with the above contract upon execution of the bid and subsequent award of contract by the Board of Transportation. The above named subcontractor is prepared to perform the described work at the estimated Commitment Total for Subcontractor Price identified on the MBE/WBE/DBE Commitment Items sheet and amount indicated below.

Commitment Total based on estimated Unit Prices and Quantities on the "attached" MBE/WBE/DBE Commitment Items sheet. Amount \$ \_\_\_\_\_

The above named bidder and subcontractor mutually accepts the Commitment Total estimated for the Unit Prices and Quantities. This commitment total is based on estimated quantities only and most likely will vary up or down as the project is completed. Final compensation will be based on actual quantities of work performed and accepted during the pursuance of work. The above listed amount represents the entire dollar amount quoted based on these estimated quantities. No conversations, verbal agreements, and/or other forms of non-written representations shall serve to add, delete, or modify the terms as stated.

This document shall not serve in any manner as an actual subcontract between the two parties. A separate subcontractor agreement will describe in detail the contractual obligations of the bidder and the MBE/WBE/DBE subcontractor.

**Affirmation**

The above named MBE/ WBE/ DBE subcontractor affirms that it will perform the portion(s) of the contract for the estimated dollar value as stated above.

Name of MBE/ WBE/ DBE Subcontractor

Name of Bidder

Signature / Title

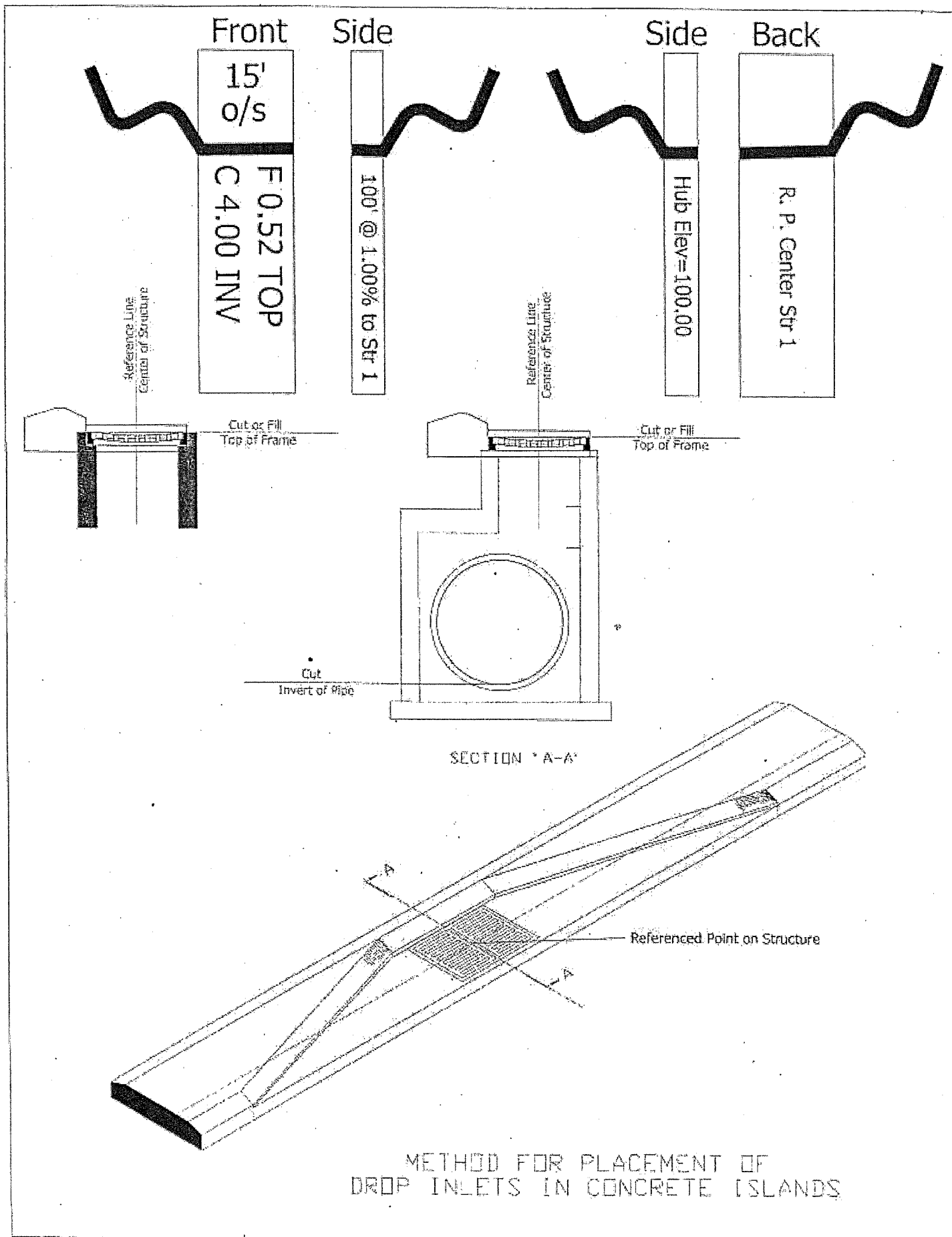
Signature / Title

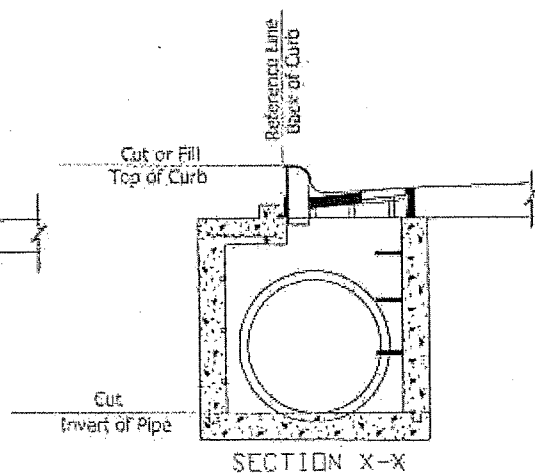
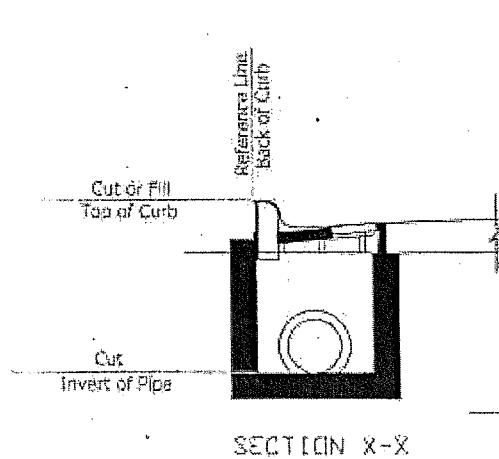
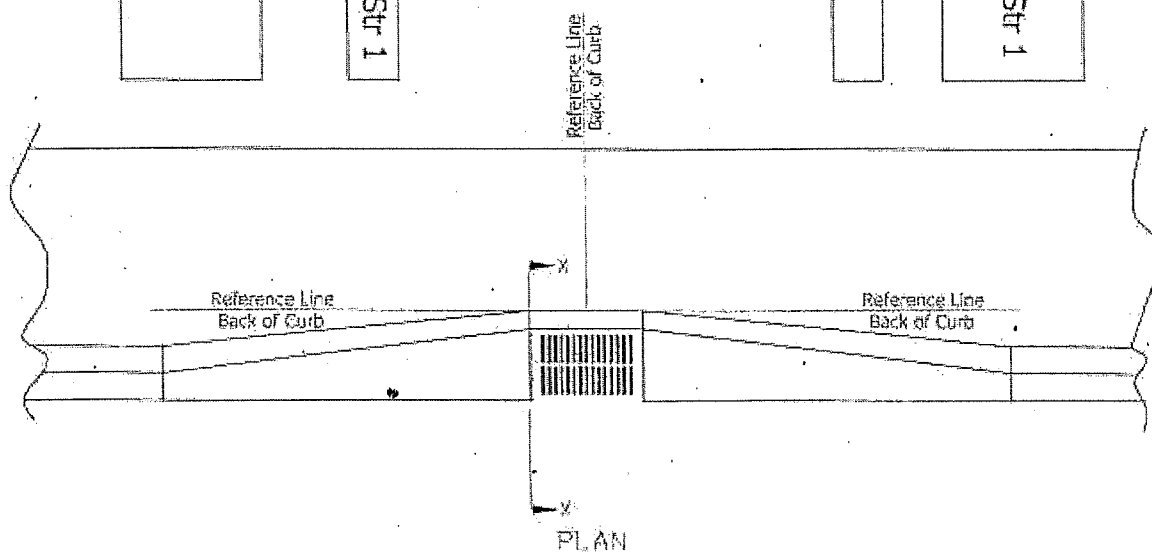
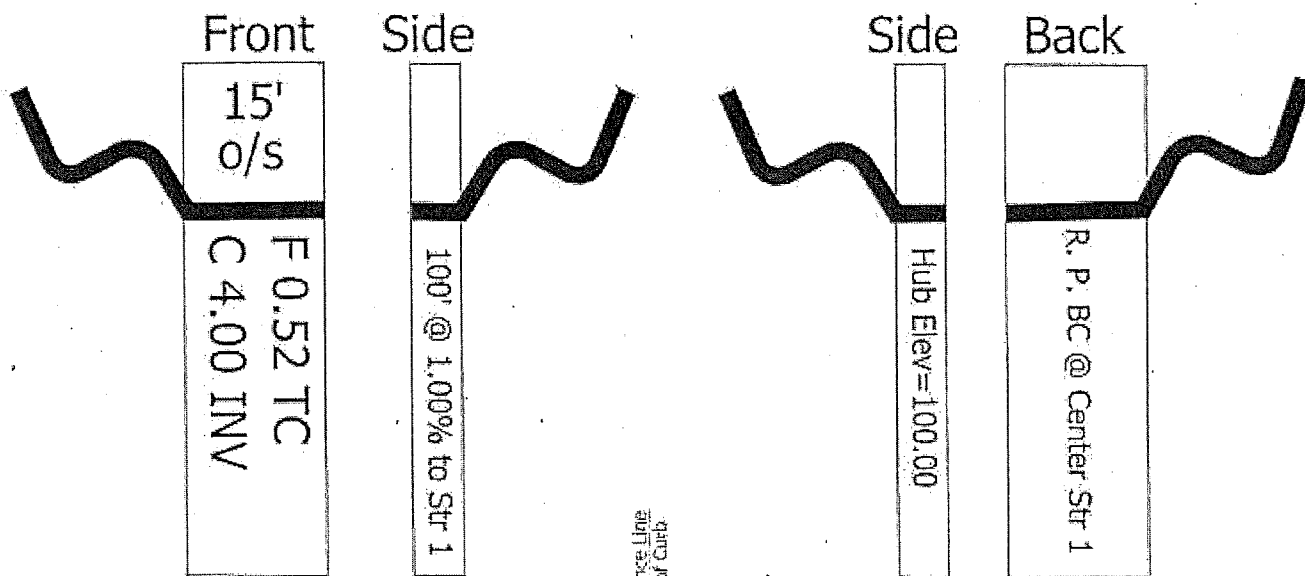
Date

Date

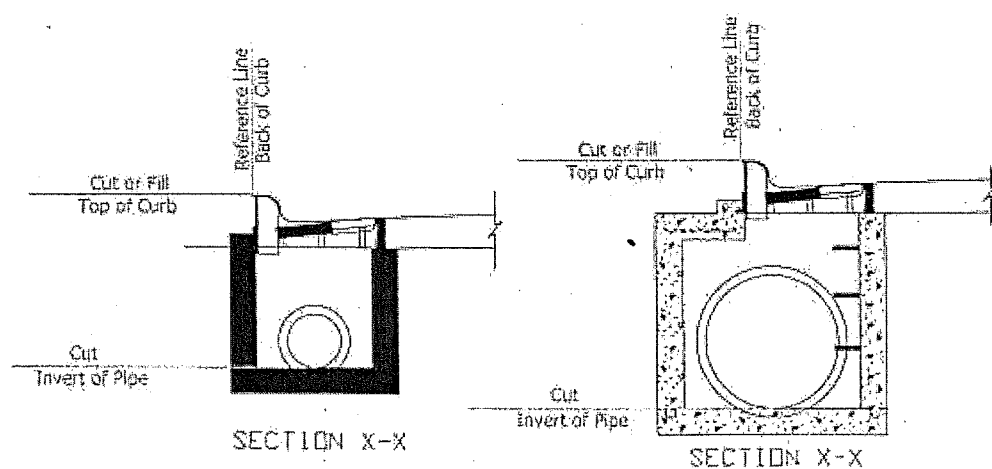
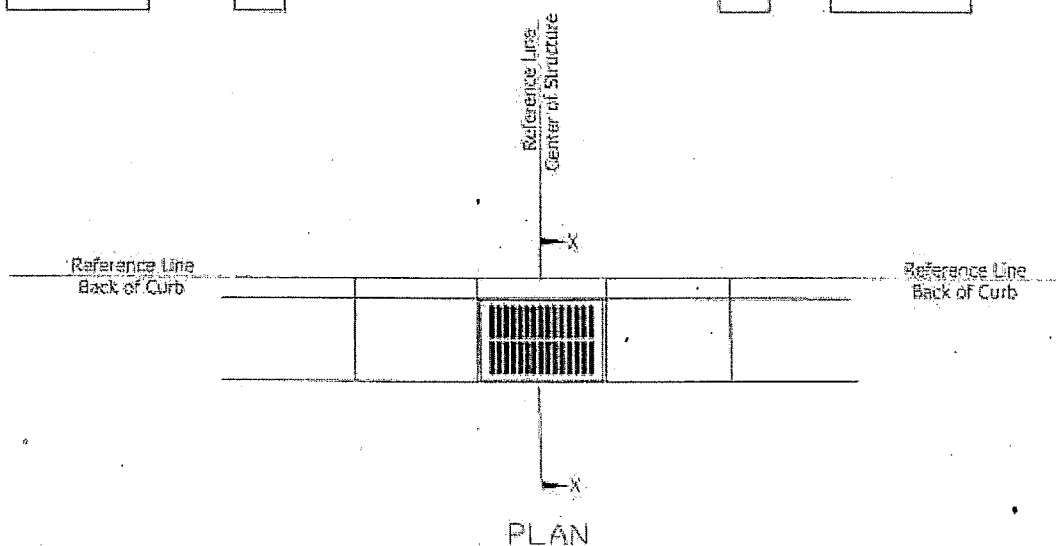
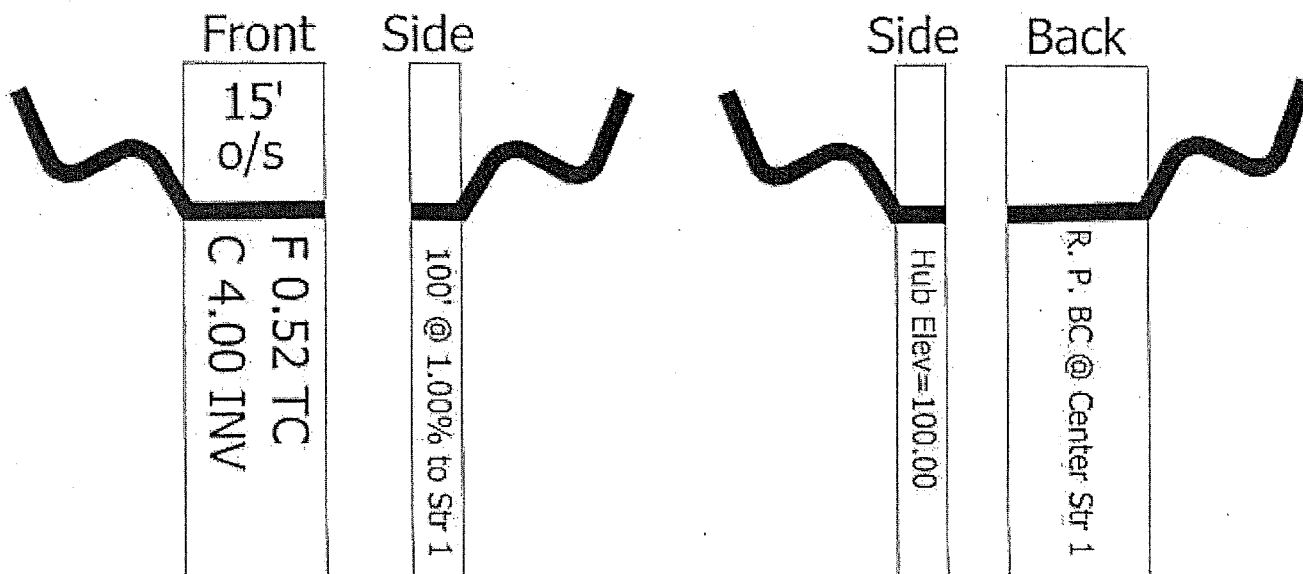
Masonry  
Drainage  
Structures  
Handout

February 21, 2008



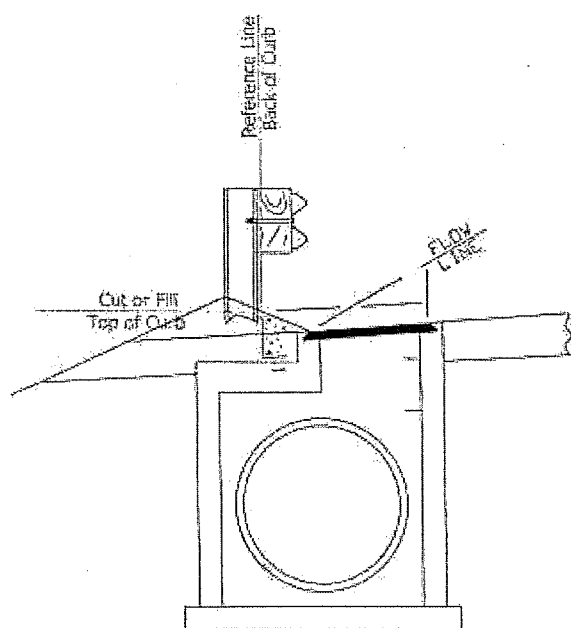
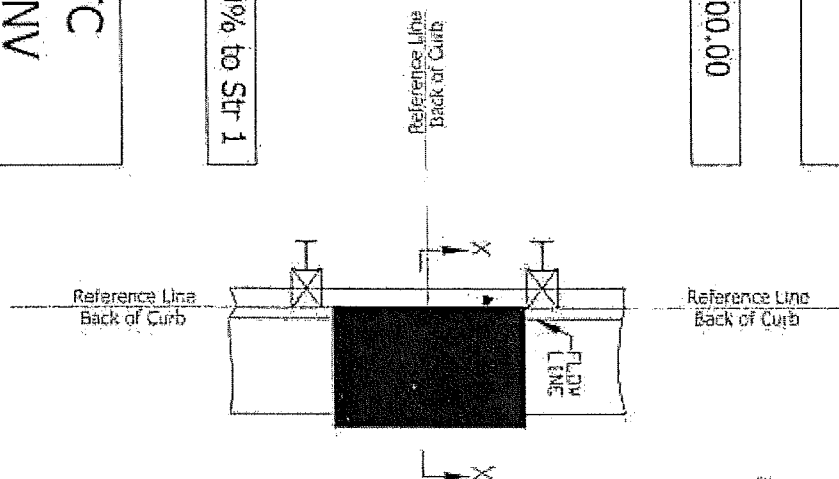
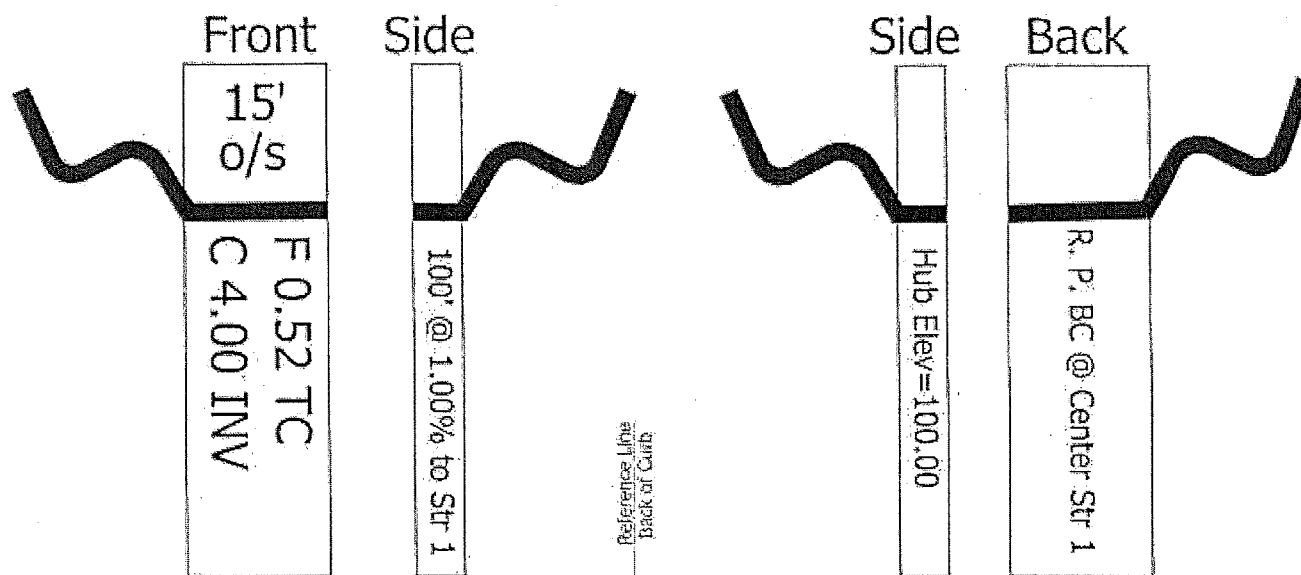


MEDIAN CURB FOR CATCH BASIN

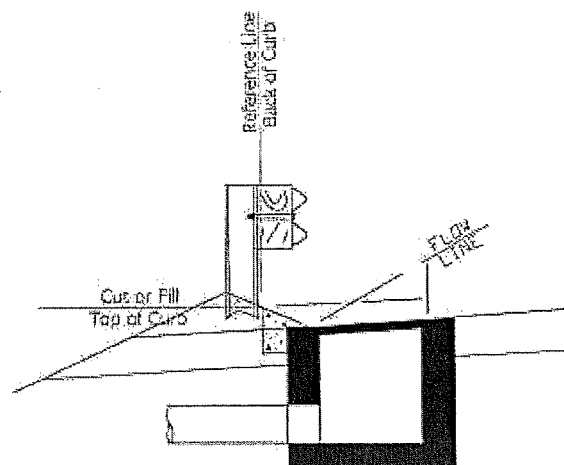


CATCH BASIN IN 2' - 6" C&G

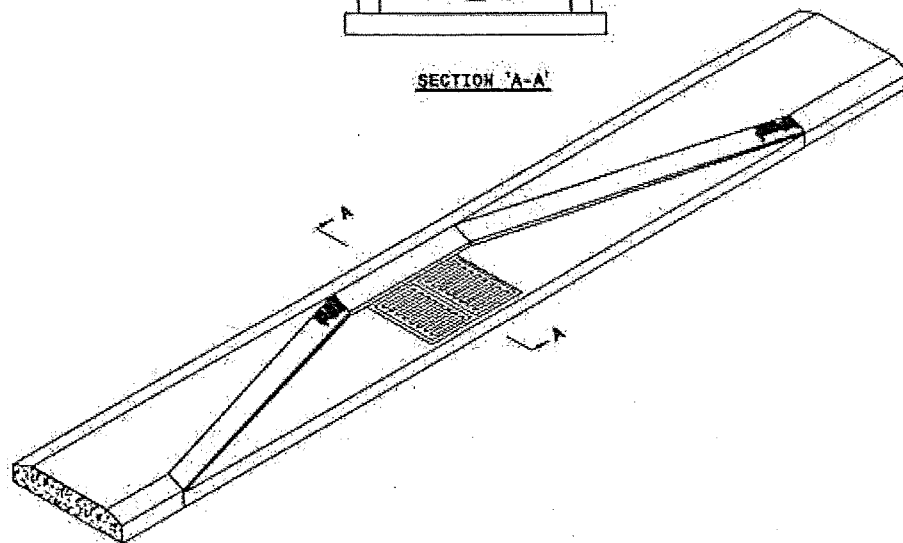
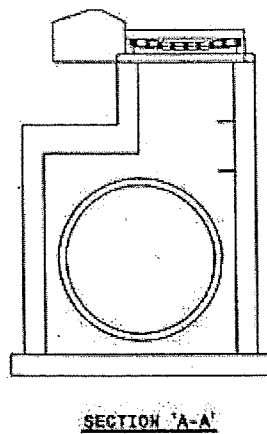
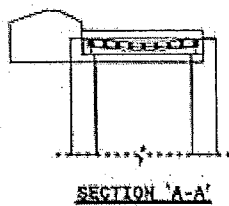




SECTION X-X

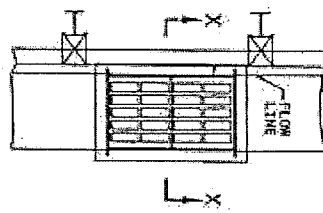


DROP INLET INSTALLATION IN SHOULDER BERM GUTTER

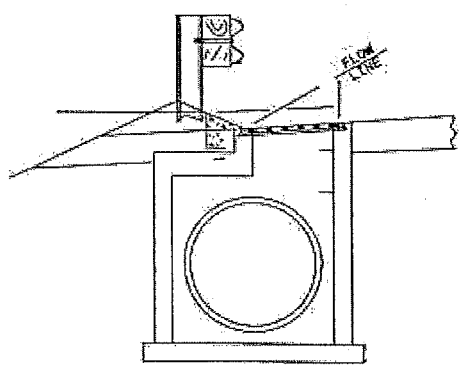


METHOD FOR PLACEMENT OF  
DROP INLETS IN CONCRETE ISLANDS

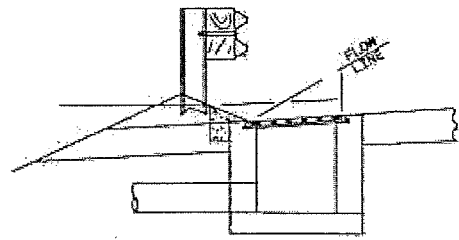




PLAN



SECTION X-X



SECTION X-X

DROP INLET INSTALLATION IN SHOULDER BERM GUTTER

**ENDWALLS:**

(5-20-08)

SP8R-

Revise the *Standard Specifications* as follows:

**Page 8-28, Article 838-4 Replace the 1<sup>st</sup> and 2<sup>nd</sup> paragraph with the following:**

*Endwalls* will be measured and paid for in cubic yards of concrete or brick that have been completed and accepted. This quantity will be computed from the dimensions shown on the plans or from revised authorized dimensions. Where precast concrete units have been approved and are used in lieu of cast-in-place units the quantity to be paid for will be computed the same as if cast-in-place units were used, as no reduction in pay quantity will be made due to the use of precast in lieu of cast in place endwalls.

*Reinforced Endwalls* will be measured and paid for in cubic yards of concrete or brick that have been completed and accepted. This quantity will be computed from the dimensions shown on the plans or from revised authorized dimensions. Where precast concrete units have been approved and are used in lieu of cast-in-place units the quantity to be paid for will be computed the same as if cast-in-place units were used, as no reduction in pay quantity will be made due to the use of precast in lieu of reinforced cast in place endwalls.

**2-21-08 AGC/DOT Roadway Subcommittee Review Copy**